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McCall Fly-In Gathers Pilots and Families

By: Darla Christenson, ITD Public Affairs



A brilliant sun shines on the Fly-In's many visitors. (Photo by Darla Christenson)

It was a true family affair at the McCall Airport for the Northwest Mountain Family Fly-In held in August. The event opened the world of aviation to people of all ages and provided safety training to general aviation pilots.

Planes of various sorts spotted the tarmac, from a WWII P-40 to a Blackhawk helicopter to a 1952 Cessna 170. That may not mean much to those of us whose transportation generally moves along the ground,

but for those who travel by air, it means pure bliss.

More than a hundred pilots and families gathered to swap stories, learn safety techniques and immerse themselves in the company of like-minded folks.

"Great friends, a lot of support" is what Carol Wharton of Burbank, Washington, said about the benefits of

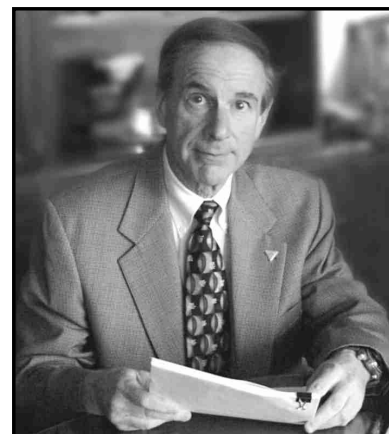
See McCall Fly-In

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! Attention ! ALL PILOTS

Help kick off the Idaho Aviation Festival by joining us at a

Town Hall Meeting



Featuring
AOPA President Phil Boyer

**Boise Centre-on-the-Grove
Thursday, March 11, 2004
6:30 PM**

Take this opportunity to share your concerns as a pilot and owners through a direct, personal exchange of views with Mr. Boyer.

Sponsored by your Idaho Division of Aeronautics and the Idaho Aviation Festival and Safety Conference

**Open to All Pilots
Admission is FREE**

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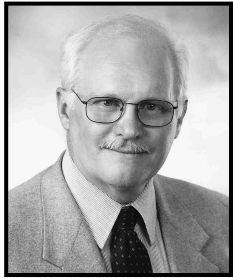
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From the Administrator:



Commentary: The Forest Service and Back-Country Airstrips



We have been eagerly awaiting the U.S. Forest Service's Final Environmental Impact Study (FEIS) for the Frank

Church—River of No Return (FC-RONR) Wilderness Management Plan. It was released on September 8, 2003 with comments due no later than October 27, 2003. Some of you may be aware that there has been an ongoing controversy regarding four backcountry airstrips within the boundaries of this wilderness area. We may be on the threshold of solving the current issues; however, a final decision by the Forest Service is yet to be made.

At issue are the Dewy Moore, Mile-Hi, Simonds and Vines airstrips. Granted, these are not the most used backcountry airstrips, but they do have use and do provide public access to the wilderness. In the FEIS the Forest Service identifies their **preferred alternative** (Alternative D) as one that would make the airstrips "emergency use only" and they would take law enforcement action against anyone that uses them for any purpose other than an emergency. However, their **proposed action** (Alternative E) is for the airstrips to be "maintained for use as public landing strips." Remember, **a final decision is yet to be made and there is a possibility that the decision could go either way.**

We all know what the impact will be if the airstrips are open for the aviation public to use. Aviators with the right equipment and skills could use them for access to the wilderness and recreational purposes, just what the wilderness is designed for. And the commercial operators will be able to use those airstrips as a drop-off and pick-up point for wilderness users; sounds good.

However, what happens if the decision goes the other way and the airstrips become "emergency use only?" Well, since this action prohibits "regular use" it is my opinion that it closes the airstrips.

I hold this opinion because the law that created the FC-RONR Wilderness (Public Law 96-312) contains a provision stating "That the Secretary shall not permanently close or render unserviceable any aircraft landing strip in regular use on national forest lands...without the express written concurrence of the agency of the State of Idaho charged with evaluating the safety of backcountry airstrips." The Forest Service has asked for our approval to close the airstrips and we have denied their request. I believe these airstrips have had and continue to have "regular use" and the action of prohibiting such use by imposing an "emergency use only" classification essentially closes the airstrip, which is in violation of the statute. The evidence of use on these airstrips is the fact that they are still there; they are not overgrown nor have they reverted to their natural condition even though the Forest Service has admittedly made no attempt to improve or maintain them

since they were acquired in the early 70's and 80's.

The next step in the FEIS process is for the Forest Service to consider written public comments and then issue their Record of Decision and Revised Management Plan. **This will be the last opportunity to affect the decision on what will happen to these airstrips.** It is our intention to provide the Forest Service with a written response to the FEIS stating **our opposition to their preferred alternative** (Alternative D) and provide them with reasons why **we support the proposed action** (Alternative E) identified in the FEIS. I believe it is important not only for us to respond, but for those of you that have an interest in preserving Idaho's backcountry airstrips to also respond. The reason I say it's important to comment in writing is the fact that the Forest Service will consider all written comments before making their final decision. **This means they will consider all comments in support of keeping the airstrips open for public use as well as comments in favor of keeping them open for emergency use only.**

If you are interested in obtaining a copy of the FEIS, you can contact the Salmon-Challis National Forest at 208-756-5131, or obtain it online at www.fs.fed.us/r4/sc/. Again, **comments are due no later than October 27, 2003** and can be made by mailing them to Ken Wotring, FC-RONR Wilderness Coordinator, Salmon-Challis National Forest, 50 Highway 93 South, Salmon, Idaho 83467. Comments can also be sent

See Administrator
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Radio Chatter

By: Frank Lester, Safety/Education Coordinator

Cammie Patch, Master CFI

Our congratulations to Camille “Cammie” Patch on her designation



as Master CFI by the National Association of Flight Instructors (NAFI). Cammie is a flight instructor with

the Ponderosa Aero Club at the Boise Airport and also works with local Boy Scouts and mentors new CFIs. According to NAFI, there are approximately 81,000 CFIs in the United States and fewer than 400 of them have achieved this distinction thus far. The last eight national Flight Instructors of the Year were Master CFIs. Cammie is one of only 2 Idaho aviation educators who have earned this prestigious “Master” title.

*Our hat's off to Cammie!
Keep up the good work.*

Full Time Mountains . . .

I borrowed this lead in from John Goostrey; it is a concept that

Administrator

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by email to comments-intremtn-salmon-challis@fs.fed.us. You must state that your comments are for the FC-RONR Wilderness Management Plan FEIS.

This is an important juncture for how the Forest Service deals in the future with our backcountry airstrips that are on national forest land. We do not take their preferred alternative (Alternative D) lightly and neither should you.

Bob Martin

ITD Aeronautics Administrator

many who use our mountain airstrips fail to consider. I would hope that we would pass the word to our friends that you just don't pick up and fly into the “backcountry” without some degree of preparation. But the accident and fatality rates are up again this year, 40 accidents and 19 fatalities, and on a pace to eclipse the records of 48 and 20 set last year. So once again, I have included an article that addresses flying safety in the mountains. Ray Glidden and I collaborated on the attached article, which points out an area where all of us need to strengthen our planning skills. Please read it and heed its words. Maybe then we will begin slowing the ominous trend that has overtaken us in the last few years.

Oh, and one other item, there are several individuals (and you know who you are) who fly sleek little home-built aircraft and use

Johnson Creek and neighboring Yellow Pine to demonstrate their aerobatic skills. I have received comments about rolls and buzz jobs over the town and wingovers to landing at the airstrip. The FARs limit you to 250 knots below 10,000 feet and 1,000 feet over populated areas except as necessary for landing. Common courtesy alone should be enough to cause you to refrain from these maneuvers. So please be more considerate of **everyone** who uses the Idaho Mountains for their recreational needs; be more considerate of those who live in the local mountain communities; and harness your ego and selfish “showboating” before you, too, become a statistic that we don't need. Our mountain airstrips are under siege. Please do your part to not make it any worse for the rest of us, or anyone else who wants to enjoy our unique country.

Safe Landings Tips at Mountain Airstrips

By: Ray Glidden, Chief, Flight Operations

The last year has been costly in aircraft and pilots flying in the Idaho backcountry. In particular, the Atlanta and Johnson Creek airstrips have experienced five accidents and 11 fatalities. These accidents have all had one thing in common, in each situation the pilots were attempting to go-around. Furthermore, the performance of these aircraft was such that a successful go-around was impossible under the conditions.

Our mountain airstrips offer a great variety of conditions in terrain, trees, runway length, and runway surface. Each of these factors must be considered when preparing to fly in this environment. As pilots, we expend a significant effort (as we should) planning the flight. If planned properly, all elements of

the flight including density altitude will have been considered. However, one important element is seldom explored. We all know how density altitude affects our performance during takeoff and landing, but how many of us consider its affects during a go around. At most community airports, going around from a bad approach is a routine maneuver. At a mountain airstrip, flying is never routine and the convenience of this maneuver may be limited to nonexistent. That all airstrips have a go-around is true; however, the difference is at what point does executing the maneuver become

See Safe Landings

Continued on page 14



Airport Maintenance

By: Mark Young, Airport Maintenance Manager

End of the Season

The end of another backcountry flying season is nearly upon us, and we need to say thanks once again to the Division's volunteers and temporary employees who make your visits enjoyable.



This year, volunteers spent valuable hours working on Warm Springs, Smith Prairie, Henry's Lake, Magic Reservoir, Pine, Thomas Creek, Murphy Hot Springs, Copper Basin, Twin Bridges and Big Creek. Work performed included blading of runway surfaces, moving windsock standards, fence repair, rodent control, mowing, irrigating, painting markers, weed control, building maintenance, and removal of rocks and debris from runways. A heart felt **Thank You** goes out to all who assisted in maintaining our valuable assets during the past season.

The most visible representatives of the Division, who contribute invaluable, are the caretaker/hosts at Johnson Creek, Cavanaugh Bay, Smiley Creek, Garden Valley and Porthill. Their commitment ensures each visitor's comfort during their stay and we have again received numerous compliments regarding these airports and their efforts.

Gene and Cody Hargett at Johnson Creek have become household names for many returning visitors. They go above and beyond to ensure that each person visiting their airport enjoys themselves and is almost as comfortable as if they were in their own home.

Allen Lieske at Cavanaugh Bay has improved the hospitality significantly and increased the number of visitors each year he has been with us. Coffee is ready for

campers around 6:00 a.m. each morning, and firewood available to remove the chill from the cool evenings and mornings. He has gone to great lengths to ensure the effectiveness of communications and coordination between the division, other state agencies and the local community. His hard work has paid dividends.

Gordon Hendrix at Smiley Creek has been responsible for us receiving at least two letters this season complimenting the appearance of the airport and its facilities.

Although Tuck Russell at Garden Valley has less opportunity to meet visitors, he has continued his commitment to keeping the turf runway in the best possible condition. He has spent countless hours moving hand line irrigation pipes to ensure the grass receives the necessary amount of water. In his two years with us, he has improved the quality of the runway a thousand fold. His suggestions for specific fertilizer mixes have contributed directly to improving the runway.

In his second year with us, Don Vergin keeps the runway and tiedown areas neatly mowed at Porthill (Eckhart International). He monitors the runway weekly and completes any required repairs needed to maintain the equipment in good working condition.

Terry Holubetz monitors Slate Creek and New Meadows and mows both as necessary. Both he and Don's willingness to monitor and provide upkeep for these airports is a tremendous benefit to the maintenance section.

See Maintenance Needs?

The Division's maintenance section is made up of only three full time employees. For this reason, we are able to see most airports about twice a year. Although the more

heavily used airports receive more attention than do the emergency strips, all of our airports are equally valuable when it comes to safety.

If you should happen to notice something that needs attention, please call us. These items may include broken windsock standards, extensive badger activity, obstruction concerns (trees, etc), broken tiedown chains, or simply faded windsocks. In most cases we won't know something is in need of repair until you see it and tell us.

Courtesy Cars

This past spring the Division received 11 new courtesy cars from the departments Division of Highways. They run the gamut from 1991 Ford Taurus' to 1996 Chevrolet Lumina's. Most have mileage in the 100,000 mile range, although a few have significantly less than that. Most received at least partial paint jobs; all had both interior and exterior detailing as well as being inspected by our shop for safety items and proper servicing. As of September 17 they have all been delivered to various airports to replace older vehicles.

Unfortunately we had to remove our courtesy cars from the Sandpoint airport. The Division cannot compete with private enterprise, and since there are commercial rental cars in Sandpoint as well as other modes of transportation, we had no choice but to discontinue our service there. However, we remain confident that visitors' transportation needs will be adequately served by the airport management.

Airport Improvement Projects

In past issues of the Rudder Flutter we have alluded to improvement projects that are/were planned. These include a well and buried sprinkler system at Garden

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Aviation Medical Matters

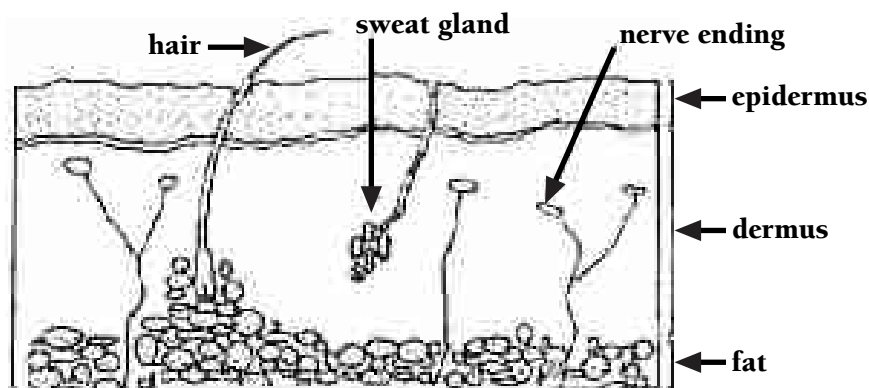
Some Like it Hot – Burns

By Mike Weiss, M.D., AME, CFII and Paul Collins, M.D., AME

The use of fire to lift man and machine into the air has been around for quite a while, probably when the first cave man sat on a geyser. Then came hot air balloons, and now we are soon to celebrate the 100th anniversary of powered flight. The Wright Brother's flyer was powered by a crude, but effective, internal combustion engine – again, the fire thing at work. Well, just as what goes up must come down, the fire that helps us fly can also hurt us, and by that I mean burns. Since those of us that work and play around airplanes are exposed to the possibility of burns, we need to be smarter about how to avoid them and what to do if they happen.

Burns come in several types, but the basic common denominator is effectively an overheating of the tissue. In this discussion I will focus on the skin, but any part of the body can be burned. This can occur from flame, stored heat as in hot metal or oil, chemical energy, solar energy, and of course electrical energy. The bottom line is the application of energy to the skin and body tissue at a rate that it cannot be internally or externally dissipated, which results in a burn. In other words, heat is going into the skin faster than it is being taken away. Now, since the body is a living organism exposed during evolution to external stresses and trauma, we have developed an external layer to help prevent and minimize the effects of daily abuse. This is called skin, and it is actually the largest organ of the body (Yes, it is actually an organ, like the gut or the brain, hence “to save your skin” is a common objective while flying).

The skin is made up of three general layers. The first layer is the epidermis, and represents the outermost layer of our “shell”. The next layer is the dermis, and the last layer is called the fatty layer. The epidermis has a thick layer of cells



that are continually growing and shedding, resulting in a new, fresh set of cells to act as a shield. Under this is a relatively strong, thick layer that supports the epidermis called the dermis. This layer has its own blood supply, hair cells, sweat glands, and nerve endings. Under this, like a foundation, is the fat layer that cushions and helps support the blood supply in the upper two layers. It is a simple but elegant system for protecting the body from the environment.

The fact that there are three layers lends itself to a classification system for burn severity that is anatomy based, and fairly predictive in terms of extent of damage and outcome. We generally separate burns into three “degrees” or levels of severity. First-degree logically involves only the epidermis or the most superficial layer. Second-degree burns generally involve the dermis as well as the epidermis, and third degree involves all three layers. It is obvious that the higher the grade, the more severe the burn and the more complex the treatment. It is actually more complex than this, i.e. where on the anatomy the burn occurs, how much surface area it involves, and how deep it is; however this system will work in the field.

Your first action with any burn is to prevent further damage. In the

case of the first-degree burn, which could be anything from a bad sunburn to a drip of hot engine oil on your arm, this would involve applying sunscreen for the sunburn and getting out of the sun, to applying water to the area burned by the oil. The object, if you remember, should be to remove any more heat buildup as soon as possible. If you are near a stream, dunking the burned area in will quickly avoid more thermal damage and may prevent a first degree burn from becoming a second degree injury. Be creative. If you have a water bottle, even if it is warm, use it to wash the hot oil off as soon as you can and reduce the heat damage. Although the dermis, which is the deeper layer of skin containing the nerves and blood vessels, is not damaged in a first-degree burn, you can expect some significant discomfort and pain. This can be helped with cool/cold water and ice; however, be careful and avoid damage from getting things too cold – the object is cooling, not frostbite. After this, the application of a light skin cream may help with the pain, as can a sterile or clean dressing to avoid further trauma. In most cases, first-degree burns will heal with essentially no scarring and normal function will return.

See Burns

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Idaho Teens take Class to New Heights

By: Darla Christenson, ITD Public Affairs

Idaho teens took to the skies in July as part of the Aviation Career Education (ACE) Academy. The three-day event is designed to give students an inside look at the aviation and aerospace industries.

In addition to navigational flights, students received firsthand information from aviation professionals about related careers and educational opportunities. The group of 28 students also toured the Boise air terminal, local maintenance and flight operation facilities, Skystar Aircraft, the National Guard and the National Interagency Fire Center.

"I knew I wanted to fly," said Jessica Howard, 16, of Hammett, "But I didn't know what step I needed to take (next)." The academy helped her sort out some of those issues.

"It helped me see how it would be a better opportunity to go into the Guard, to choose to do something else (other than flying planes)," she said.



Rich Speed and his ACE navigator prepare for departure. (Photo by Darla Christenson)

A junior in high school, Howard already is working on college credits and is looking ahead to joining the National Guard or applying to the Air Force Academy.

Most of the 14- to 18-year-olds involved in the ACE academy will

readily admit they're primarily interested in becoming pilots.

"Right now, I'm working to get into the Air Force Academy; that's my best bet to get a pilot's license," said Luke Connolly, 15, of Meridian.

One thing he'll take from the ACE experience is an understanding of how essential a solid education is for a career in aviation. Getting into the Air Force Academy can be highly competitive, and Connolly took to heart the advice of several ACE guest speakers.

"The main thing is all the different colleges' advice, what classes are important; having a high school education is important," he added.

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ACE participants join Frank Lester and P-40 pilot, John Curtis in a discussion about WWII aircraft. (Photo by Darla Christenson)



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Ask the students about their favorite ACE event, and you're likely to get similar answers. There were the navigational flights, of course. But high on students' lists was a tour of National Guard facilities at Gowen Field, where pilots talked about their experiences flying A-10 jets and Blackhawk helicopters.

Keith Rash, a 14-year-old from Lewiston, was thrilled to talk directly with pilots who've flown the fighter jets. "I liked going and seeing the A-10s and the Apaches up close, and talking with the pilots."

Students participated in planning cross-country flights and then, with experienced pilots at the controls, flew one of three routes. Among the airstrips where students and their escorts landed were: Idaho City, Garden Valley, Prairie and



Greg Meyers, 14, of Boise and Stephen Page, 14, of Nampa.

(Photo by Darla Christenson)

Mountain Home. All ended their flights in Nampa.

Professional pilots volunteer their time, aircraft and fuel to share their love of flight with the kids.

"Aviation fed me for 33 years," said volunteer pilot John Olson. "I give back to it every chance I get."

The event is sponsored by the Idaho Transportation Department's Division of Aeronautics, the Federal Aviation Administration, the Idaho Aviation Hall of Fame, Inc., the Idaho Ninety-Nines and the Boise Airport.

Words of wisdom for aspiring pilots

During a pre-flight briefing, volunteer pilots and students reviewed flight plans, radio frequencies and weather conditions. Frank Lester, ITD Division of Aeronautics, also offered a few words of advice:

- "Pay attention to the runway. Make sure you know which side the sprinklers are on. And there's a possibility of animals on the runway."
- "Our primary concern is safety, bottom line."
- "There's no shame in using a barf bag."
- "Fly safe, fly smart."



Jessica Howard, 16, of Hammett.

(Photo by Darla Christenson)



McCall Fly-In

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knowing other pilots. A member of the Ninety-Nines, an international women's flying group, Wharton shares something in common with many others at the fly-in: a life-long fascination with flying. Even as a child, "I've always had an interest in the planes flying above."

That seemed to be the case for many of the kids who lined up to take a flight over Payette Lake and McCall. Volunteer pilots gave the means for the flight, but more importantly, took away the satisfaction of taking a youngster on his or her first flight.

"It motivates kids and shows them how to put to use the knowledge they're learning in



Fly-In provides new perspective on aviation. (Photo by Darla Christenson)

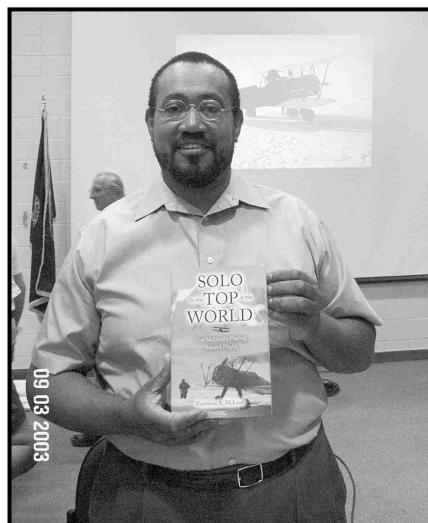
school," said Lee Hersh of Caldwell, who volunteers for the Young Eagles program.

Say all you want about relating textbook lessons to aviation. Hersh appears to find his own motivation in the colossal grins on kids' faces as they appear from the cockpit of his restored 1952 Cessna 170. Part of the Experimental Aircraft Association Aviation Foundation, the Young Eagles program has a goal to provide first flights to a million children and youths nationwide by year's end.

While the fly-in gathering fostered a sense of community among pilots, it also provided critical safety education, aircraft inspections and pilot training.

The event featured pilot, adventurer and author Gus McLeod. He set aviation records as

the first aviator to fly an open cockpit aircraft over the magnetic North Pole and over the geographic North Pole.



Gus McLeod and his book "Solo to the Top of the World."
(Photo by Darla Christenson)

McLeod regaled the crowd with humorous, sometimes astonishing, tales of adventure in his 1939 Stearman airplane as he made his way to the North Pole. He gave a behind-the-scenes perspective of what's involved with being the star

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The Fly-In proved to be inviting to all ages.
(Photo by Darla Christenson)



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of a National Geographic documentary; he explained how duct tape insulated the plane's engine and kept it motoring north; he told of an 8-week stint in an Inuit village where he learned everything they knew about surviving on the ice;



P-40 and 1941 Buick used in the filming of the movie Pearl Harbor.

(Photo by Darla Christenson)



Cute as a bug's ear.

(Photo by Tammy Schoen)

and he described conversations with imaginary passengers, the result of hallucinations brought on by hypothermia. McLeod's latest book, "Solo to the Top of the World," documents his experiences.

The event was organized by the Idaho Division of Aeronautics, McCall Aviation, McCall Mountain/Canyon Flying Seminars, the city of McCall, Salmon Air, the FAA, Idaho Aviation Association, Brundage Mountain Adventures and In Idaho Vacation Services.

Twin Falls Air Traffic Control Tower Celebrates Selection as Facility of the Year 2002



Raul Trevino, Acting Manager, ANM-500, presents Randy Bahrenfuss, TWF ATCT NATCA FacRep with a Plaque recognizing TWF's selection as Northwest Mountain Region ATC-5 Facility of the Year for 2002. At right is Steve Storey, Air Traffic Manager, TWF ATCT.



To Fly, One Must Know The Rules

Excerpts from *PRIVATE PILOT*, November 1987

Even aviation isn't immune from the absurd. The following are actual laws taken from a variety of locations throughout the United States.

It is against the law for a pilot to tickle a female flying student under her chin with a feather duster in order to get her attention.

– **Columbia, Pennsylvania**

It is a violation for a woman over 200 pounds and attired in shorts to pilot or ride in an airplane.

– **Pocataligo, Georgia**

Lingerie can't be hung on a clothesline at the airport unless the undies are carefully hidden from prying eyes by a "suitable screen."

– **Kidderville, New Hampshire**

No female shall appear in a bathing suit at any airport in this state unless she is escorted by two officers or unless she is armed with a club. The Provisions of this statute shall not apply to females weighing less than 90 pounds nor exceeding 200 pounds, nor shall it apply to female horses.

– **Kentucky**

It is a violation of local law for any pilot or passenger to carry an ice cream cone in their pocket while either flying or waiting to board a plane.

– **Lowes Crossroads, Delaware**

Pilots and passengers are prohibited from eating onions between the hours of 7 am and 7 pm.

– **Bluff, Utah**

Citizens are not allowed to enter an airplane within four hours of eating garlic.

– **Wakefield, Rhode Island**

No female wearing a nightgown can be taken for a flight on a private plane.

– **Headland, Alabama**

It is against the law to eat ice cream in the local airport with a fork.

– **Bicknell, Tennessee**

No married man can go flying on Sunday.

– **Burdoville, Vermont**

No married man can go flying without his spouse along at any time, unless he has been married for more than 12 months.

– **West Union, Ohio**

No one can play cards on the airport grounds with a woman, a child, or an Indian.

– **White Horse, New Mexico**

No one - man, woman, or child - can be seen flying while barefoot.

– **Fairplay, Colorado**

Don't let your horse fall asleep in the airport.

– **Peewee, West Virginia**

Women who are single, widowed, or divorced are banned from parachuting on Sunday.

– **Crawford, Nebraska**

No turtle races shall be held at the airport.

– **Bourbon, Mississippi**

People cannot play checkers at the airport, "lest they acquire a taste for gambling."

– **Clearbrook, Minnesota**

Citizens cannot carry a slingshot on an airplane without special permission.

– **Okanogan, Washington**

No pilot can eat unshelled roasted peanuts or watermelon while flying.

– **Leadwook, Missouri**

No person is allowed to read the Sunday paper while sitting in a chair at the airport while church services are going on.

– **Upperville, Virginia**

No flyer may wear a pair of pants with hip pockets while flying.

– **Guyman, Oklahoma**

Gargling is prohibited while flying.

– **Hackberry, Arizona**

Loud burping while walking around the airport is prohibited.

– **Halstead, Kansas**

It is against the law to sneeze in an airplane.

– **Lynch Heights, Delaware**

No flying instructor "can place his arm around a woman without a good and lawful reason" (while flying).

– **Rock Springs, Wyoming**

Juggling in front of an airplane is illegal.

– **Wellsboro, Pennsylvania**

Roosters may crow, only if it is done at least 300 feet from the airport.

– **Stugis, Michigan**



Aeronautics Advisory Board Announces New Chairman

The Aeronautics Advisory Board (AAB) has elected Mr. Rodger Sorensen as their new Chairperson. Rodger replaces Mr. Bill Parish who was first appointed as an AAB member in 1986 and became

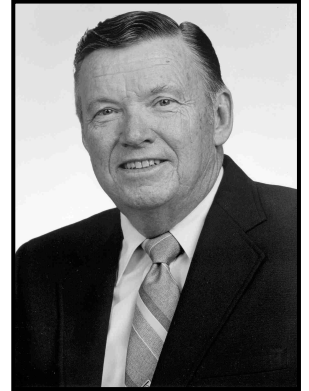


Rodger Sorensen

the Chairperson in 1995. After 17 years of service Bill has decided to step down so he can move on to other things. He will remain a participating member through the end of January 2004. The entire Aeronautics Division has enjoyed working with Bill during his years on the AAB and we all wish him well as he and his wife enjoy their retirement years in Moscow, Idaho.

Rodger is one of the newest AAB members. He retired from Northwest Airlines as a Boeing 747 Captain in November 2001 and was appointed

to the AAB by Governor Kempthorne in December 2001. We welcome Rodger as Chairperson and look forward to working with the Board under his leadership.



Bill Parish

Burns

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Second-degree burns are where problems really begin. In this degree of burn there is more and deeper tissue damage; structures other than just skin are involved. This can mean the nerves, blood vessels, and tendons near the surface of the body may be injured so severely that they will scar during healing, forming an abnormal normal skin dermis or epidermis. Here, the same immediate interventions such as removal from the heat source and rapid, but not damaging cooling, should take place. Since this type of burn extends all the way into the dermis, you should expect the formation of blisters as the body sends tissue fluid into the damaged area to start healing. Gently cleansing the burned area can be a big help in preventing infections; a sterile dressing should be applied. Don't break blisters on your own as the skin, even if damaged, is still a pretty good dressing. If the burn is on the face or the hand, these injuries need to get medical attention rapidly to prevent contractures (the shortening of a tendon, ligament, muscle or skin created by the formation of scar tissue) and

disfiguring scarring. Unlike the first-degree burn where there are intact nerves, these second-degree burns may actually destroy some of the sensory nerves. The burned area may be somewhat numb, rather than painful, but numbness also means a more severe injury.

The third degree burn involves damage to the tissue all the way down to or below the fatty layer. At times, this is also called "bad to the bone." These are the most severe burns and since the tissue may be lost throughout the three skin layers, it is much more common for the injured person to develop a scar. Preventing infection is a top priority because it can spread to deeper body areas. Generally the immediate area of the burn is completely numb. For these reasons, and often the need for specialty care, third degree burns should be sent to a hospital as soon as practical. Scaring in a third degree burn can be so severe in areas like the hand that the contractures may significantly impair the function of the hand. An early examination and treatment by a burn specialist can either prevent contractures or minimize their effect. Don't waste time with these burns.

How can we prevent these injuries? Obviously the best option, just being careful around heat and fire – of any sort, can prevent many burns. This means that before you work on any part of your plane that is hot – either electrically or thermally – always consider the potential for a burn. True, it is best to change the oil when it is hot, but that does not mean you should be twisting the quick drain while the prop is slowing down. Wait a bit to let the oil to cool down. Electrical burns are the same – remember you don't have to have a music degree to be a conductor. Pay attention and make sure any wires you are handling are not "hot." Never put yourself between your airplane and the battery – in an electrical sense.

Airplanes offer many possibilities for thermal, electrical, and chemical injury. The best treatment is to avoid injury in the first place, but if it occurs remember to avoid further injury by getting away from the damaging source as soon as you are able. Having a fire extinguisher is a great treatment for possible burns; consider carrying one. Best of all, just use your brains, avoid being in too much of a hurry, and seek treatment if one occurs. Save the burning for the hot dogs on the grill, where it belongs.



Calendar of Events

OCTOBER

- 24-25 **Flight Instructor Refresher Clinic**, Post Falls, Idaho, Division of Aeronautics, Tammy Schoen, 800-426-4587
- 25 **Day Fun Fly, Top Fun Flyers**, Steve Clements, 208-323-1585
- 25 to **Idaho Mobile Space Station**, Warhawk Museum, 208-465-6446 or email Sue Paul, Director
- Nov. 1 **NASA's Starship 2040**, Warhawk Museum, 208-465-6446 or email Sue Paul, Museum Director

NOVEMBER

- 1 **"Special Event" NASA Daze**, Warhawk Museum, 208-465-6446 or email Sue Paul, Director
- 9 **3rd Annual Veteran's Breakfast-NASA Daze**, Warhawk Museum, 208-465-6446 or email Sue Paul, Director

DECEMBER

- 1-12 **"Centennial of Flight - Imagination to Reality"**, Warhawk Museum, 208-465-6446 or email Sue Paul, Museum Director
- 6 **"Special Event" Saturday**, Warhawk Museum, 208-465-6446 or email Sue Paul, Museum Director
- 12 **NASA's AERO Adventure Traveling Exhibit**, Warhawk Museum, 208-465-6446 or email Sue Paul, Museum Director
- 17 **Wright Brothers Flight**, Top Fun Flyers, Steve Clements, 208-323-1585
- 12-17 **The First Flight Centennial Celebration**, Kitty Hawk, North Carolina
www.firstflightcentennial.org or 919-715-1362
- 22 **Winter Solstice Flight**, Top Fun Flyers, Steve Clements, 208-323-1585

FEBRUARY

- 20-21 **Flight Instructor Refresher/Pilot Safety Clinic**, Boise, Idaho Division of Aeronautics, Tammy Schoen, 800-426-4587

MARCH

- 11 **Phil Boyer, AOPA President, Town Hall Meeting**, Boise Centre-on-the-Grove, Idaho Division of Aeronautics, Tammy Schoen, 800-426-4587
- 12-13 **Idaho Aviation Festival and Safety Conference**, Boise Centre-on-the-Grove, Idaho Division of Aeronautics, Tammy Schoen, 800-426-4587

APRIL

- 9-10 **Flight Instructor Refresher/Pilot Safety Clinic**, Boise, Idaho Division of Aeronautics, Tammy Schoen, 800-426-4587

JUNE

- 28-30 **Aviation Career Education (ACE) Academy**, Boise, Idaho Division of Aeronautics, Tammy Schoen, 800-426-4587 **(Tentative)**

AUGUST

- 13-15 **Northwest Mountain Family Fly-In**, McCall, Idaho Division of Aeronautics, Tammy Schoen, 800-426-4587

OCTOBER

- 22-23 **Flight Instructor Refresher/Pilot Safety Clinic**, Idaho Falls, Idaho Division of Aeronautics, Tammy Schoen, 800-426-4587 **(Tentative)**

*Email or fax your organization's event information for inclusion in the **Rudder Flutter** Event Calendar. See page 13 for more information.*



The Warhawk Air Museum

By: Sue Paul, Executive Director, Warhawk Air Museum

It's hard to believe that summer 2003 is over . . . and what a busy summer it has been at the Warhawk Air Museum.

Warhawk Air Museum

Invitational: The first-time "P-51 Mustang Invitational" and the "B-25 Bomber Invitational" were extremely successful which means we will make them an annual event! Sponsors and museum visitors had a great time riding or watching these historical airplanes fly around the area and everyone seemed to be excited about each event!

International Model T/A Meet:

Saturday August 9th over 70 Model T's and A's exhibited their beautiful cars at the museum. Hundreds of people came to see the cars and talk with the owners. It was a great day and will probably become an annual event.

Mountain Home A/F Air show Sept. 13/14:

Warhawk Air Museum's Education Directors, Lili Saum and Kelli Dean, partnered with Micron Foundation to design an education experience for the young people visiting the air show. Both directors were there, guiding kids through the Scavenger Hunt, which teaches them about the history of flight. It was great fun for everyone!

British Car Club Meet: The British Car Club was at the Warhawk Air Museum on Sunday, Sept. 14, exhibiting their beautiful cars. The club includes Triumphs, Jaguars, Minis, Healeys, Morgans and more.

Wake Island Survivor's Group:

Approximately 100 WWII Wake Island Survivors and their families visited the Warhawk Air Museum on September 4. We were honored to have these folks come to the museum and hope to preserve as many of their memories as possible.

Kilroy Coffee Klatch:

The monthly "Kilroy Coffee Klatch" sponsored by the Warhawk Air Museum has become a main event for 50 - 75 WWII era folks. It is growing every month as people hear about how much fun it is to spend the morning seeing old friends and making new ones. The "Klatch" is the first Tuesday of every month from 10 - 11:30 and is free to WWII era folks.

NASA's Benefits of Space Traveling Exhibit:

Sept. 23-27 visitors got a closer look at the benefits they receive through technology developed by the space program and how it affects their daily lives.

Gold Star Mother's Day: Sunday, Sept. 28, the Warhawk Air Museum

honored Gold Star Mother's day by presenting a flower to each Gold Star mother who visited the museum that day. Gold Star mothers are women who have lost children in war.

Education Program: During April, May, June & July an average of 1,000 students each month visited the museum. Our education program for the 2003-2004 school year has just begun and we are expecting a very busy year!

SCHOOL TOUR VOLUNTEERS ARE NEEDED!!!

Please call the museum for more information about volunteering: 465-6446

The **Rudder Flutter** is published by the Idaho Division of Aeronautics, Office of Safety and Education. Articles appearing in this publication are the opinion of the writer and do not necessarily represent the views of the Staff, the Administrator, or the Department. All reasonable attempts are made to ensure the accuracy of the articles contained herein. The **Rudder Flutter** is scheduled for publication by the 15th of January, April, July, and October. Submissions for publication in a particular issue are due in this office 30 days prior to the publication date of that issue.



Idaho Transportation Department

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Division of Aeronautics

3483 Rickenbacker St.

Boise, ID 83705 208/334-8775

Rudder Flutter Editor: Frank Lester

Email: flester@itd.state.id.us

Assistant Editor: Tammy Schoen

Email: tschoen@itd.state.id.us

Layout & Graphics: Pauline Davis, Illustrator

Email: pdavis@itd.state.id.us

Website: <http://www2.state.id.us/itd/aero/aerohome.htm>

Maintenance

Continued from page 4

Valley, new shower and restroom facilities at Cavanaugh Bay, handicap accessible toilets at various locations and many other projects too numerous to list.

Although these projects are still planned and will ultimately be completed, their timing remains in question. As with other levels of government, budgetary constraints are now and will continue to be the culprit. We would like nothing better

than to complete all projects within the next few years; however, that is simply not possible. For that reason, we ask that you bear with us as we continue to work through the current economic challenges and that at the other end will be improved facilities for all of us.

From the Maintenance Section, Todd, Mike and I wish each of you a fun-filled fall of flying and a wonderful white winter. We look forward to seeing you again next spring.



Safe Landings

Continued from page 3

prohibitive. A go around into rising terrain may be hazardous to your health.

When planning to fly into any unfamiliar airport, the FARs require us to consider all available information about our flight from departure to destination to ensure we can execute the flight without incident. When planning for a mountain destination, you must not only familiarize yourself with the airstrip but also the environment

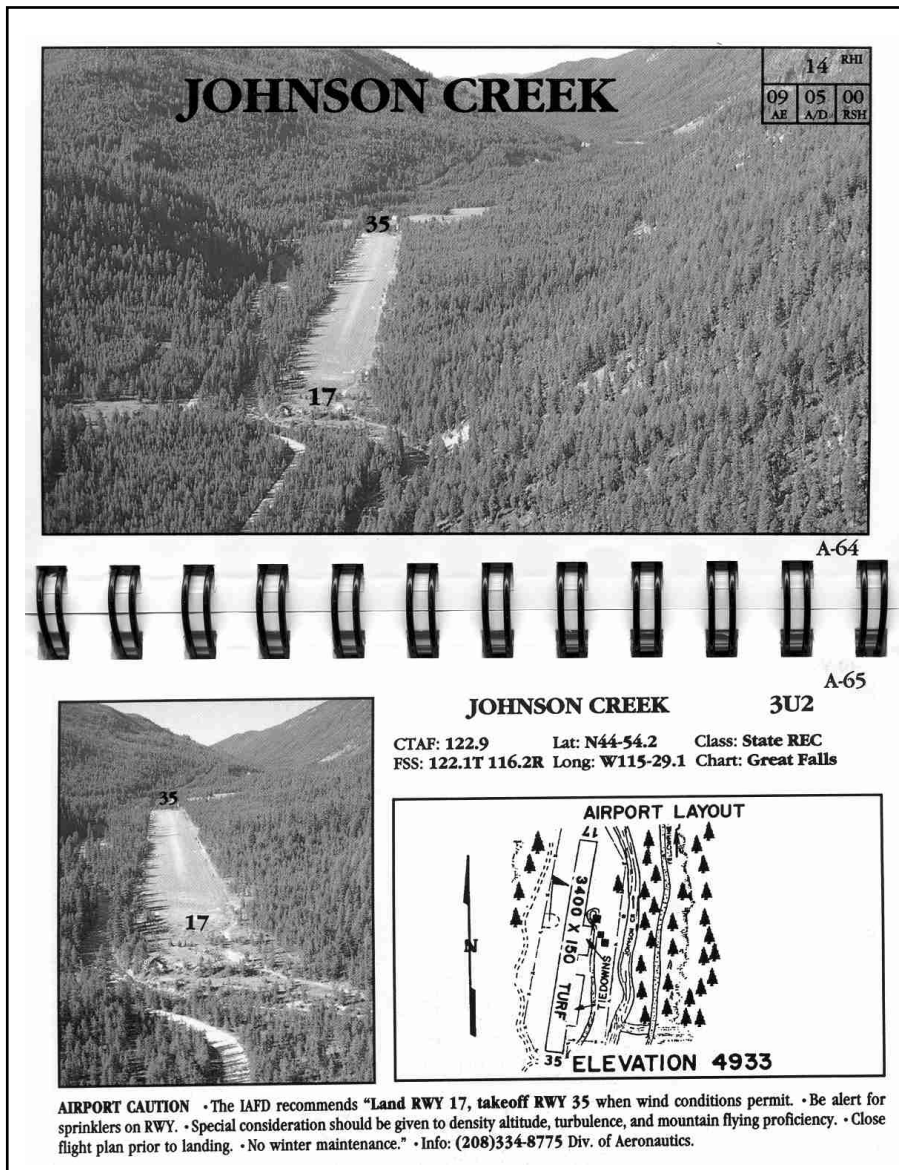
surrounding it. Buy yourself a good topographical (topo) map of the area and study the surrounding high terrain. If an aborted landing requires flying into rising terrain, a red flag should pop up that reminds you to thoroughly research the performance of your aircraft to see if it will climb faster than the terrain. Look at your POH and see if it has a Maximum Rate-of-Climb chart. Consider different temperatures, elevations, and weights. Remember,

that ground effect only affects takeoff performance to approximately half a wing span above the runway. If you don't have a Max ROC chart, find a Koch Chart (check the FAA's density altitude pamphlet). If your aircraft will not out climb the terrain, or if there is any doubt, then you have a no go-around situation. You will have to determine the point that a go-around can be executed but beyond which you are committed to land.

Johnson Creek airstrip in the Idaho backcountry looks at first glance to be very safe and relatively simple. However, the go-around is into rising terrain in the bottom of a canyon. **Once you have touched down at this airstrip, the go-around becomes EXTREMELY dangerous and should not be attempted.** One mountain instructor went so far as to say that once below 700 feet AGL (at Johnson Creek), don't go around...you are committed to landing. Your chances of survival are much greater running off the end of the runway at 20 knots, than a stall-spin into the trees while trying to avoid a collision with the terrain.

When planning the approach you should consider the slope of the runway. The Atlanta airstrip has over 100 feet of elevation change from the low end to the high end. The airport elevation in the flight guide is the highest point on the airstrip, which makes you at least 100 feet high on your approach to this airport. Johnson Creek airstrip has almost 50 feet of rise. These variations in elevation will alter the view in the cockpit from that which you may be accustomed to seeing when flying in flat, open areas. Add to this as much as 200 feet variation

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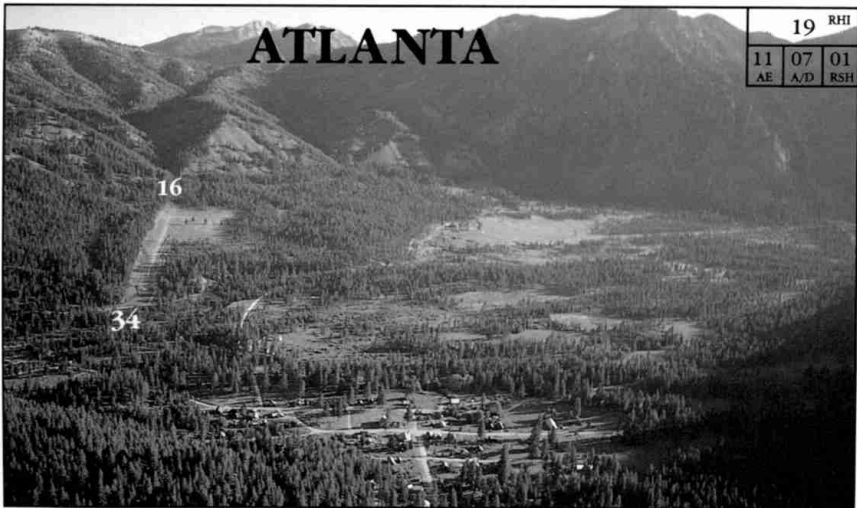
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in mountain altimeter readings, and you are setting yourself up for very precarious situation.

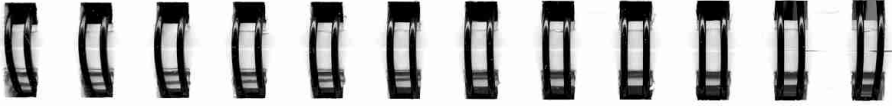
When flying into an unfamiliar airstrip, over fly the airstrip and make sure you have a plan for an aborted landing if the need arises. After the approach to landing has started, it may be too late to abort. If the flight guide says to land


Checklist for Flights into Mountain Airstrips:

1. Get as much information about the airport as possible.
 - a. Runway slope
 - b. Terrain
 - c. Elevation (highest point vs. lowest point, including location)
2. Plan to arrive or depart when the temperatures are low.
3. Check the performance of your aircraft in relation to rising terrain. (If your aircraft performance does not allow for an uphill takeoff, then a go around at low altitude or from the runway is not possible.)
4. Plan to arrive with as little excess weight as possible. (Plan on additional trips from a nearby airport if **any** doubt exists.) Get instruction from a local, qualified, mountain pilot if possible.



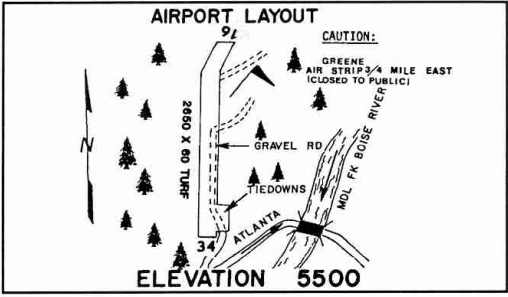
19 RHI		
11 AE	07 A/D	01 RSH





ATLANTA **55H**

CTAF: 122.9 Lat: N43-49.49 Class: CA REC EM
 FSS: 122.6 Long: W115-19.91 Chart: Salt Lake



AIRPORT CAUTION • High-timbered ridges limit the maneuvering area. • CAUTION: Due to close proximity of Greene Airport, monitor-announce intentions on 122.9. • The IAFD recommends: Land-RWY34. Depart-RWY16. Approach up Boise River – making right circling pattern over valley to check traffic at Greene Airport. Depart with a right turn-out down Boise River. • Close flight plan with Boise FSS prior to landing. • No winter maintenance. • Info: (208)336-0606.

upstream or uphill, a red flag should pop up that tells you an aborted landing will be into rising terrain. If this is your first time into a mountain airstrip, you should call the owner of the airstrip (USFS, State of Idaho, or private owner) and get a thorough briefing on its layout. Ensure that you inquire about any hazards that will affect a landing or a go around.

We at the Division of Aeronautics want you to enjoy our state airport system and look forward to seeing you for many years in the future. So please plan for a safe flight; better yet, fly a safe flight.

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Idaho Division of Aeronautics
3483 Rickenbacker / PO Box 7129
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